

We are authorized to state that the public reception by the President of the United States on New Year's Day, will commence at twelve o'clock p.m., at which time, in conformity with police arrangements, the gates of the enclosure will be opened. The reception will terminate at two o'clock p.m., precisely. Carriages will approach the Executive Mansion by the east gate.

Those who style Virginia the "heart of the rebellion," and think no blows effective unless they are struck at Richmond, forget that the rebellion was full-blown, and the Southern Confederacy entirely established, with all its political and military authorities, before Virginia joined it. Instead of originating secession, Virginia did not even come into it at the eleventh hour. It was an accomplished and fixed fact, while Virginia was still a member of the old Union. It was the cotton States which made the revolution, and Virginia is to-day, and never was, anything more than a bob to their kite. It was bound to them by a tie which it had not the courage to sever, that of negro breeders to the markets which made negro-breeding profitable. That is the whole sum and substance of the economical and political views which constrained Virginia to join a confederacy, the establishment of which it deprecates. To speak of Virginia as the "heart of the rebellion," is to assign to it a primary position, while facts and history assign it to a secondary and subordinate position.

The complete conquest of Virginia would leave the Southern Confederacy untouched in all the interests which determined it to try the fortunes of a separate empire, with ample boundaries and with abundant capacity and opportunity for geographical enlargement to wards the tropics. The loss of Virginia would not be fatal to the rebellion in States which reposed upon and executed rebellion without the aid and against the remonstrances of Virginia.

On the contrary, if we successfully strike at the rebellion in the cotton States, which we can only do by striking at slavery, rebellion and slavery both die of themselves in Virginia. With emancipation enforced by the strong hand of our armies in Louisiana, Mississippi and Texas, we shall have severed the tie which dragged Virginia after the political fortunes of the Gulf. All other links, of emigration, blood, and commercial relations, were most powerful between Virginia and the loyal States. But the link of negro-breeding and negro-selling was with the Gulf, and that was more powerful than all else. We shall have cut it forever, when we have emancipated the slaves in the cotton States. That, indeed, will be to strike at the "heart of the rebellion."

We have paid too much attention to all the border slave States, overlooking the fact that their position is essentially secondary and subordinate. The *primum mobile* of the disease we are combating is in the cotton States, and it is there we must meet it and cure it by that remedy of exclusion which is alone possible and alone effective.

It is greatly to be rejoiced at, that the Administration has proceeded, in spite of all shallow clamors, to send the large force of General Banks to the Southwest, instead of wasting it here in abortive attempts to capture Richmond, which is a place of no earthly importance to either party in this struggle. Gen. Banks is now where he can strike decisive blows at the heart of the rebellion.

The Star of last evening has a characteristic article under the above caption. It pitches in, right and left, to those whom it styles "radicals." The Star is a stickler for consistency. As it never has any opinions of public policy, it finds no difficulty in steering for "point-no-point." That editor would do well to recollect that there is a wide difference between recognizing the fact that certain movements towards foreign mediation are being made and sanctioning those movements.

We go for our country, our whole country, and nothing but our country. We believe the only way to secure a permanent peace, and to unite all our States in a lasting Union, is to get an end to slavery; hence, we advocate the President's proclamation as a war measure. We make no political, we suppose.

If foreign Powers mean to interfere and put an end to this war, we can't help it; but we do not fail to chronicle this fact in season, and the public mind may have, in advance, an impression of what, as a people and a nation, we have to contend with.

Are some people who make it their vocation of consistency, a thing which is as a jewel, but don't happen to be which any journalist can, in such times look after. He must chronicle what is, and give warning of coming which cast their shadows before, at being misunderstood by nobody, and misrepresented by none.

mediation is imminent. The question should we meet it, and what can we do about it.

When Mason and Seward were taken by Capt. Wilkes from an English steamer, and *Battled* at Fort Warren, the whole press of the country shouted for joy, and said, with one accord, "We will never give them up!" But still, when the English Government demanded their surrender, we quietly surrendered them.

It is easy to blow and bluster, and tell what will do in case of foreign mediation or of interference, but it is a very different thing to meet the proposition, and satisfactorily dispose of it when it comes.

We ourselves, we are opposed to foreign mediation and interference in our affairs, and also in the affairs of this continent. We are for the Monroe doctrine. Still we are not stupid enough to shut our eyes to certain dangers, and think that there is no danger because we refuse to see it. We desire to modify and shape the coming of it, if we cannot control nor avert it. Forbearing the evil, we would direct public attention to it, and not stupidly say there is no danger, because, forsooth, we happen to disagree with what seems to be inevitable. It is a splendid thing to be consistent, and one who expresses opinions, may boast of this consistency as his possession. But the man who would not stop to inquire what he said yesterday, and who is called a radical to-day, and to serve our country to the best of our ability. So help us.

Mr. Blaine, and sweetest: Little dogs, and all.

THE COURT OF CLAIMS.

When the expenses of Government are running on at the rate of a million dollars a day, it is the duty of every good citizen to point out useless expenditures, and stop every drain possible. The "court of claims," it is thought, will be found the most useful exercise on the body politic, and its officers in the enjoyment of as perfect sinecures as that held by the "master of the stag-hounds" in England.

The Blue Book and the appropriation bills show curious facts about this court. About \$50,000, in round numbers, are usually appropriated to run this useless machine. There are three "judges," at \$4,000 each, at the head of which is Mr. Loring, of Massachusetts, who was re-elected by his own noble State for his fidelity to the slave power, and of course, rewarded by such Administrations as preceded the present. He resides most of the time in Massachusetts, having little or nothing to do, except drawing his salary. There are also three "collectors," with salaries of \$2,500, \$2,000 and \$2,500; also two "clerks," at \$2,000 and \$2,000 each; one of whom, Mr. Huntington, lives in Connecticut, comes on, draws his salary, stays about town awhile, and then returns to his family; the other, "clerk," Mr. Welling, of "Virginia," lives here, and finds ample time to edit the *National Intelligencer* and write the pro-slavery articles and sneering attacks on the very Administration from which he draws a living. A gentleman, (and Democrat, too,) well qualified to judge, estimates that the laborious duties of these two "clerks" occupy them, on an average, about one hour a week, for which they receive \$5,000 per annum, or \$100 per week, for an hour's service each week.

This is not all. The court is as useless as the fifth wheel to a coach. It has no power to enforce its decisions, after bringing forth its "ridiculous miles," and we doubt if its records will show that they have even "examined" *half a dozen* cases the past year. By the law establishing this court, we think, it is required to make report of its proceedings every month to Congress; and we think, also, it will be found that it has not made more than one report since last winter; probably, because its three judges, three collectors, two clerks, and one messenger, had done nothing to report.

One of their last exploits was sending in a bill of "ten dollars for carriage hire in calling on the President." It was, of course, disallowed by Comptroller Whittelsey. This called forth an indignant protest from Mr. Huntington; but it had no effect on that "noblest Roman of them all," who provides over the First Comptroller's office.

In these gloomy times, when our soldiers are suffering such unparalleled hardships, and are month after month without pay, Congress should look into this unmilitated nuisance and promptly abate it, by repealing the bill of half a dozen lines.

A FEW QUESTIONS.

You are not willing to fight for the negro. Are you willing that he should fight for himself? Or are you only contented, when you can feel that you are acting as aids in keeping him in his present condition?

You are not willing to fight for the negro. But if that is offensive to your pride, how can it be less so, to be pitted against the negro, or to have the negro pitted against you, which is precisely what will continue to take place, so long as the rebels have the exclusive use of him? If it is ignominious to receive aid from the negro, it is less so to be baffled and repulsed by him? It is the negro, whose toll in the fields, upon fortifications, and in camp following, has held our Government at bay for two years. If it is an instrumentality you despise, let it more mortifying to conquer, than to be conquered, by means of it?

You do not want to be embroiled in a war about the negro. Suppose you don't. Can you help yourself? Is it not precisely in a war about the negro, and about nothing else, that you are now actually sweating and paying taxes and perilling your life?

You do not want to hear about the negro. Not unlikely, as you have heard about little else since you can recollect public affairs; but does it do you any good to stop your ears against hearing about the negro, so long as you feel him all the while? Depend upon it, the rebels desire you neither to hear or see the fact that they are working four millions of negroes against you, so long as they reap the substantial advantage of thereby neutralizing all your efforts and of making you the laughing-stock of the world. Bring deaf and blind to this actual predicament of things does not mitigate the ruinous effects upon you and yours.

Are you tired of hearing anything said about the negro? Or is it not rather the hearing of certain particular things which is offensive and irksome? Did you ever get tired of hearing that nobody could work at the South but negroes; that without slaves there could be no cotton and no commerce; that Europeans and Africans could never live together in any other relation than that of owner and chattel? Did you, in fact, ever get tired of the negro, or of talking about him, until it was proposed to free him? Did it ever tire you to hear about the necessity and glorious profits of keeping him a slave?

THE ENGLISH REVIEWERS.—We have received from Hudson Taylor, the Edinburgh Review and the London Quarterly Review for October. They both contain articles upon affairs in the United States. That of the London Quarterly, after the taste and principles of the Tories, is vituperous and rampant in malignity against the Northern States. The Edinburgh is ostensibly more moderate and glowing, but it still insists that the interests of England require a dissolution of the American Union, and that all English parties desire that event. The Edinburgh, however, admits that the President's proclamation of September 22, by its tendency to enlist the popular anti-slavery feeling of Europe, renders it more difficult to intervene in behalf of the South.

"The President and his advisers," say these reviewers, "possibly hope to embarrass any European Government which may be disposed to recognize the Southern Confederacy, by making such a recognition disasteful to public opinion in England or France. *Some effect of this kind the proclamation very certainly produces.*"

JEFF. DAVIS'S PROCLAMATION.—A QUERY.—The Banks expedition was a programme executed by the Government upon the full knowledge and in accordance with the views of General Butler, who is perfectly satisfied with the new field of operations to which he is assigned. We state this for the especial benefit of Mr. J. Davis, who recently signed a paper following personally upon General Butler. Said paper assumed that General Butler was in command of the "Department of the Gulf," when, in fact, at that date, General Banks had been in command of that department eight days. Davis was not posted, for once.

THE PORTER COURT-MARTIAL.

Monday, Dec. 29. The examination of Col. Buggies was continued. He was questioned in regard to his own personal feelings towards Gen. Porter, and also about the opinions expressed by Gen. Pope and staff, before the 27th of August, upon the military and moral support they expected to have from Gen. Porter.

As for himself, he said, he was neither friendly nor unfriendly to Gen. Porter. Gen. Pope had told him that the army coming to their aid from James river would be of little avail. Brig. Gen. Griffin, of Morell's division, attached to the Fifth Corps Army of Virginia, under Porter, was sworn. He gave the particulars of his arrival at Warrenton Junction with his brigade, on the 27th of August, after a march of from 15 to 19 miles; he spoke of the unfavorable conditions of the roads, the darkness of the night, the exhaustion of the troops, etc., which retarded his movements by the route he had pursued. He was also examined minutely as to the part he had taken in the battles of the 29th and 30th of August. Whilst testifying on the battle-field between Gen. Porter and McDowell. This he had not overheard, but supposed from subsequent movements it had resulted to an order he received almost immediately after to change his position in the line.

In reply to the charge that Gen. Porter had criticized the management of Pope, and had otherwise displayed insubordination and lack of energy, he said he knew of no instance where Gen. Porter had failed in his duty to his commander or his country.

The court adjourned till to-day at 11 o'clock.

THE McDOWELL COURT OF INQUIRY.

Monday, Dec. 29. Nothing of public interest was to-day elicited from the cross-examination of Gen. Sigel. The replies were mere repetitions of previous testimony, or dry details, whose significance was not fully apparent until all the evidence had been obtained.

The court adjourned till to-day at 11 a. m.

ORDER FROM THE WAR DEPARTMENT.

WAR DEPARTMENT, WASHINGTON, D. C., Dec. 29, 1862.

The following notice has been issued from the War Department to-day: Notice is hereby given that the applications made by ladies and children to go to their families and friends in the South have, with very few exceptions, been granted, provided the requirements stated in the notice of the 24th ult., as to wearing apparel, etc., are complied with, as all applicants (excepting those advised to the contrary,) are permitted to leave. The publication of a list of the names is unnecessary. Steamboat transportation and subsistence will be provided from the city of Washington to City Point, Virginia, and James river. The day of departure, Wednesday, January 7th next, and it is desirable that all applicants reach City Point at least one day previous to the day of leaving. The steamer will stop at Fortress Monroe, and applicants from Norfolk and vicinity will be received on board at that place, by complying with the requirements. The number of applicants are 215 women, 226 children, and 10 servants and six school boys.

L. C. TENNER, Judge Advocate.

GRACEFUL SLIDING.—The N. Y. Times of yesterday slides gracefully into the position that sending Gen. Banks to New Orleans was "just the thing," and that to have sent him to James river to co-operate with Gen. Burnside, would have been a terrible blunder. The Times gives a column of reasons for this becoming sensible at last. It is about time that the New York papers should understand that the country no longer permit them to dictate the policy of this war. From the time that they insisted that Gen. Scott should control everything, down to the tragedy at Fredericksburg, which crowned their burials for an "on to Richmond" campaign in midwinter, they have done mischief, and that continually.

AN IMPORTANT ORDER ISSUED.—Yesterday, at the urgent solicitation of Senator Latham, the Secretary of the Navy dispatched an order to the commander of our fleet in Hampton Roads to send the war steamer Connecticut to sea to Aspinwall, to bring to New York the California treasure (\$3,000,000) that will have accumulated there by the time she arrives out; by which time the specie of three San Francisco succeeding steamers will be awaiting her arrival for safe transportation from that port.

POSTMASTER GENERAL BIAH has given notice that the Louisville and Nashville Railroad Company having refused to convey the mails between those cities for the compensation authorized by law, the service will be suspended on that and its branch routes on and after the 1st of January.

TESTIMONY OF GEN. MCCLELLAN AND BURNIDE.—As it is the purpose of Gen. Porter to have the testimony of the defense close with that of General McClellan and Burnside, it will be several days before these officers are called upon.

APPOINTMENT OF INDIAN AGENTS.—S. Whiteley, of Illinois, has been confirmed as agent to the Grand River and Winah Indians in Colorado.

LIEUTENANT COMMANDER A. HOPKINS and Acting Assistant Paymaster F. E. Imlay have been ordered to the iron-clad gunboat Lehigh.

EDITORIAL SUMMARY.

THIRTY-TWO THOUSAND EMIGRANTS have arrived in Quebec the last year.

GEN. BANKS, immediately on taking command of the department of the Gulf, started a force for Vicksburg. He will attack the rebels who have been fortifying Fort Hudson, at that place.

THE BLOW WERE, editor of the Albany Evening Journal, writing to that paper from Washington, says: "I believed then, and I do most strongly now, that this rebellion would have been subdued ere this, if, at the outbreak, the Government had suppressed every daily newspaper which contained a word or a line upon the war question, except to give the results of engagements. Our daily journals have kept the Confederates minutely and seasonably informed. The greater the vigilance of the press, the greater their value to the enemy."

This is a strange doctrine, and sounds queerly to Republican ears. We think that the Government appointed a few generals, and especially had it insisted upon thorough discipline in the army, the rebellion would have been subdued long ago.

GOVERNOR HOBART BENDIS's message is looked for with much interest by the people at large. It is said that Major Spangue is to be adjutant general of New York, now.

IT WILL BE SEEN, by our foreign news, that Sidel has induced some distinguished French ministers to favor the South. So it is said. Where is Mr. Dayton?

DEPARTMENT OF THE GULF.

The following is Gen. Butler's parting address to the troops of his late department. We copy from the *Dallas*: HEADQUARTERS DEPARTMENT OF THE GULF, NEW ORLEANS, Dec. 15, 1862.

General Order No. 106. Soldiers of the Army of the Gulf. Believed from further duty in this department by direction of the President, under date of November 9th, 1862, I take leave of you by this final order. It being impossible to find your scattered companies, covering hundreds of miles of the frontiers of a large territory than some of the kingdoms of Europe.

I greet you, my brave comrades, and say farewell. This order, addressed as you are, by a community of privations, hardships, dangers, victories, successes, military and civil—is the only sorrowful thought I have. You have deserved well of your country. Without a murmur you sustained an encampment on a sand-bar to desolate that banishment to it with every care and comfort possible, has been the most devoted punishment inflicted upon your virtues and your loyalties.

You had so little transportation that but a handful could advance to compel submission by the Queen City of the rebellion, whilst others were crowded deep in the marshes which surround St. Philip, and forced the surrender of a fort deemed impregnable to land attack by the most skilled engineers of your country and her enemy.

By your occupation, order, law, quiet, and peace sprang to this city, filled with the braves of all nations, where, for a score of years, during the profoundest peace, human life was scarcely safe at night.

By your discipline you illustrated the best traits of the American soldier, and ennobled the admiration of those who came to see. Landing with a military chest containing but a few dollars, and the rest in the form of government you have given to your country's treasury nearly a half million of dollars, and so supplied yourselves with the needs of your service that your expenditure has cost your Government less than four-fifths than any other.

You have fed the starving poor, the wives and children of your enemies, so converting enemies into friends that they have sent their representatives to Congress to thank you for more than your entire numbers, from districts in which, when you entered, you were tauntingly told that there was "no one to raise your flag."

By your practical philanthropy you have won the confidence of the "oppressed race" and the slave. Hailing you as deliverers, they are ready to aid you as willing servants, faithful laborers, or using the tactics of your own enemies, to fight with you in the field.

By steady attention to the laws of health, you have stayed the pestilence, and, humble instruments in the hand of God, you have demonstrated the necessity of the laws which they obey His laws, and reaping His blessing in this most unhealthy climate, you have preserved your ranks fuller than those of any other battalions of the same length of service.

You have not only doubled numbers of the enemy and defeated him in the open field; but I need not further enlarge upon this topic. You were sent here to do that.

I commend you to your commander. You are worthy of his confidence, again farewell. BENJ. F. BUTLER, Major General Commanding.

FOR THE NATIONAL REPUBLICAN.

With all the pressure upon the Baltimore and Ohio Railroad Company by the long disease of the main stem, they still exhibit a bold front, a princely air of independence, an unshrinking spirit, which is and will continue to be the admiration of every one at all conversant with the peculiar circumstances and surroundings of this great artery of circulation of men and merchandise, to and from the great West.

It is more especially the pioneer part of this road, the Washington and Baltimore branch, which claims attention; that part on which we so lately depended for men and supplies, while the Potomac was so impeded as to interdict commerce and delay the arrival of as many as 200 cargoes in addition to the thousands of men for the army, and passengers with their baggage, as usual, we had never to wait and be put off in transporting men or merchandise, either on Government or private account. As high as 7,000 tons a day have been sent forward, and not a dollar of public property has been lost; and of the hundreds of thousands of the men of our army who have been forwarded, not a man has been lost, and not a dollar of public property has been lost.

The investment is, I believe, between \$40,000,000 and \$50,000,000, and their magnificent order of business presents an air of dignity and place, which might well be compared to the Bank of England, said to be the model of the business establishments of the world. Notwithstanding the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they ought to have been, but this is not surprising, when we consider the fact that the Baltimore and Ohio Railroad has been a source of great trouble to the Government, and that its bills, always moderate, have not been promptly honored by the monetary and disbursing agents of the Government as they